

Canadian Pacific Railway.

50.000 Harvesters wanted.

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**50,000
HARVESTERS WANTED**

EXCURSIONS
TO
**MANITOBA
SASKATCHEWAN
AND ALBERTA**

1926

No matter if your final destination is not a point on Canadian Pacific, purchase your harvesters' ticket to Winnipeg via Canadian Pacific.

S. R. G. AMIOT

District Passenger Agent,
Montreal.

Montreal Library

CONDITIONS OF TICKETS

DESTINATION.—One-way second-class tickets to Winnipeg only will be issued, together with a certificate of identification, and provided the harvester engages at Winnipeg to work for a farmer located on the lines of the Canadian Pacific or Canadian National Rys beyond Winnipeg in Manitoba, Saskatchewan or Alberta, but not west of Edmonton, Calgary or Macleod, and upon presentation of the certificate to that effect, duly executed by his employer, on or before September 15th, 1926, to Ticket Agent at Winnipeg, he will be sold a second-class ticket to any point in the territory above described, at the rate of one-half ($\frac{1}{2}$) cent per mile with minimum of fifty (50) cents.

RATE.—Fifteen (\$15.00) dollars to Winnipeg plus one half ($\frac{1}{2}$) cent per mile to stations beyond but not west of Edmonton, Calgary or Macleod, with minimum of fifty (50) cents, as explained in preceding paragraph. Half ($\frac{1}{2}$) fare will not be made for children under 12 years of age.

GOING DATES:—

AUGUST 13th & 27th.—From all stations in the Province of Quebec — Megantic, Quebec City and West to Rigaud, Dalhousie Mills and Lachute inclusive.

AUGUST 18th. & 31st.—From all stations in Ontario, Toronto, Sudbury and East — also from stations in the Province of Quebec, West of Rigaud, Dalhousie Mills and Lachute.

TICKETS.—Tickets, which will be second class, will be good on regular trains, also on special trains for Winnipeg:—

Whitby:—			
Quebec:—	Aug. 12th. & 26th.	11.30 p.m.	
	Aug. 13th. & 27th.	7.00 a.m.	12.30 p.m.
		4.00 p.m.	& 11.30 p.m.
	Aug. 13th. & 27th.		
Grand'Mère	8.20 a.m.	&	1.25 p.m.
	4.40 p.m.	&	8.45 p.m.
Sherbrooke	4.10 a.m.		6.50 a.m.
	8.05 a.m.	&	2.00 p.m.
(1) Montreal (Windsor Stn.)			
	Aug. 13th. 12.05 a.m. (Midnight	Aug. 12th.)	
	8.00 a.m.,	1.00 p.m. &	
	10.00 p.m.		
	Aug. 27th.....	1.00 p.m.	10.00 p.m.
(1) Smiths' Falls—	Aug. 18th.	12.30 p.m.	
(1) Ottawa.....	Aug. 18th.	12.05 a.m. &	12.30 p.m.
	Aug. 31st.	1.35 a.m. &	12.30 p.m.
(1) Carleton Place—	Aug. 18th.	1.40 a.m. &	1.15 p.m.
	Aug. 31st.	3.00 a.m. &	2.00 p.m.
(1) Arnprior:—	Aug. 18th.	2.20 a.m. &	2.00 p.m.
	Aug. 31st.	3.50 a.m. &	2.45 p.m.
(1) Renfrew:—	Aug. 18th.	3.05 a.m. &	2.50 p.m.
	Aug. 31st.	4.28 a.m. &	3.30 p.m.

(1) Pembroke:— Aug. 18th. 4.25 a.m. & 4.20 p.m.
Aug. 31st. 5.26 a.m. & 4.55 p.m.

(1) Special trains for Winnipeg.

Convertible (berth) colonist cars. Special cars for women and families. Canned meats—Box lunches, refreshments, etc., at moderate prices.

Meals at moderate cost at following restaurant stations:—Smith's Falls, Chalk River, North Bay, Sudbury, Cartier, Chapleau, White River, Schreiber, Fort William and Kenora.

BAGGAGE.—150 lbs. baggage, consisting of wearing apparel only, will be checked free on each ticket to Winnipeg, where baggage must be re-checked, except that.—

Harvesters who have made previous arrangements to work during harvest of 1926 for farmers in Manitoba, Saskatchewan and Alberta, and who have decided definitely on their destinations, may have baggage checked through to any authorized checking station beyond Winnipeg within the territory described above, irrespective of their railway passage tickets reading to Winnipeg only.

Trunks, boxes, etc., containing preserved fruits, syrup, harness, binder twine and portions of farm implements will not be checked. Barrels and baskets will not be accepted for checking. Wooden boxes or cases not provided with rope handles will not be checked.

Harvesters' baggage should be distinctly marked or addressed with owner's name and permanent address.

Bicycles and baby carriages will not be loaded in box cars, but must be forwarded in baggage cars on regular passenger trains and only on payment of usual excess rates.

VERIFICATION FORM.—Verification Certificates must be signed and filled in where required, at time of purchase.

— RETURNING —

The identification certificate, if deposited with Station Agent on reaching destination, and provided the excursionist works at least one month as a harvester, will give him the privilege to purchase a second-class ticket from any station in Manitoba, Saskatchewan or Alberta beyond Winnipeg, but not west of Edmonton, Calgary or Macleod, good to return to reach original starting point on or before November 30th, 1926, via same route as on going trip, at rate of one-half ($\frac{1}{2}$) cent per mile, with minimum of fifty cents (50c.) to Winnipeg plus Twenty Dollars (\$20.00) therefrom.

PLAN OF DISTRIBUTION.—The object of ticketing the harvesters to Winnipeg only is to ensure the immediate distribution to points where they are required, and thereby avoid congestion at any point.

Complete arrangements have been made by the Governments of Western Provinces and the Canadian Pacific Railway for handling the harvesters expeditiously and distributing them immediately to points where they are most urgently needed.

Harvesters from the East who have arranged to work with farmer friends, or for the same farmer they have worked for in former years, can purchase at $\frac{1}{2}$ cent per mile second-class tickets from Winnipeg to destination prior to September 15th, 1926 provided such destination is a point within the prescribed territory, on presentation of farm laborers' certificate to Station Ticket Agent, Winnipeg, without rendering it necessary for such farmers to go to Winnipeg to certify they have engaged them.

ILLUSTRATION:—The object of this plan of distribution is not to force John Ralph to work for Peter Wilmot at Carberry whom he does not know, if he prefers to work for James Johnson, at Yorkton, whom he does know. The harvester will be given as much freedom of choice as possible.

The fact of the harvesters being primarily ticketed to Winnipeg, with the promise of distribution to certain territory at special low rates, places them in the best position to obtain work, for these reasons, viz:—

Winnipeg is the seat of the Manitoba Government and the Headquarters of the Canadian Pacific Railway Western Lines, and if any person considers he has just cause for complaint he can make it at once to headquarters, with the positive assurance of immediate investigation of his grievance, and if ascertained to be well founded, a satisfactory adjustment.

CONDITIONS DES BILLETS

VOYAGE D'ALLER

DESTINATION.—Des billets de seconde classe pour Winnipeg, aller seulement, seront émis au point de départ et avec ceux-ci un certificat d'identification, et pourvu que l'excursionniste s'engage à Winnipeg à travailler pour un cultivateur résident à un endroit situé sur le parcours des chemins de fer Pacifique Canadien ou Canadien National dans le Manitoba, la Saskatchewan ou l'Alberta, au-delà de Winnipeg, mais pas à l'ouest d'Edmonton, Calgary ou Macleod, il pourra, sur certificat d'identification, dûment rempli et signé, à un agent de chemin de fer à Winnipeg, le ou avant le 15 septembre 1926, acheter un billet de seconde classe de Winnipeg, à la station la plus proche de l'endroit où il s'est engagé à travailler, au taux spécial d'un demi ($\frac{1}{2}$) sou par mille, avec minimum de cinquante (50) sous.

PRIX DU BILLET.—Quinze (\$15.00) dollars pour le voyage d'aller jusqu'à Winnipeg, plus un demi ($\frac{1}{2}$) sou par mille au delà de Winnipeg, jusqu'à Edmonton,